HUGO THE BASTARD.

BY ROBERT BUCHANAN.

I picked this quarrel, D'Avanne, with thee, And I thank thee for giving that death-thrust Little, I swear, did it matter to me Whether Blanche fly mistress was stained or

pure;
All that I sought, when I picked this fight,
Was a knightly death by the hand of a knight.
Hold thy kerchief, De Loye, to my breast, And stanch the red gap as well as you can-And stanch the red gap as well as you can—
Ugh! Jesu be praised, I shall soon be at rest—
A priest—no, by heaven! your hand, D'Avanne.
We're friends, I trust? you forgive the he?
Injure you, slander you, faith, not i!
Thy Blanche is as pure as my sin is small;
I questioned her purity—only to die. And I've proved she is pure with my blood, that's all.

Ah, friend, all slander is most accurat, But the slander of one's own eyes is the worst. Doubt not, doubt not, doubt not, D'Avanne, By thy faith in thy mistress ever trust, So walk erect the full height of a man, When I am dust.

De Loye, you knew her? my wife that is dead? Nay, man, never tremble and hang your head! I know what I'm talking about, and moreover The scandalmongers of dull Navarre Have cropped the whole tale up, spawn that they are, Chew'd the cud, too, as cattle eat succulent

Let them! who hinders! not I, I swear, who am going to join her up there! Hush-lift me, De Love, prop my head on your Your hands, but come closer-and listen to me

What was I but a sin in the night Sprung up at last to a human height, Hugo the Bastard, sans name, sans treasure, The mortal scum of a monarch's resource, mortal seum of a monarch's pleasure? But I strode to the Court, with my sword or

loin, Rugged of feature, but scant of coin, Bill over his golden beard smiled Francis, And gave me some little fighting to do; So I rose in the world by the merest chances, Androse in my own opinion too.
But look at this head, like the head of an elf;
This beak of a nose, these eyeballs yellow; I've looked in the mirror and hated myselfwas ever the same -an ill-tayored fellow! Base born, moreover, of no degree! God bless her, therefore, for smiling on me.

How they stared! Just as you, De Loye, stare Even King Francis made a grimace! None of the gad-flies could understand how A lady so perfect of form and face should place her white little dove of a hand In the great black palm of M'sieu Hugo— She did it, though! and they tied the band

Snug enough in a town where few go. From Paris we came to Navarre, and bade Francis adieu, and his gorgeous train— How firm I feit on my legs! how glad! The bright blood sparkled through every vein With the beaded brilliance of bright champagne! I was rich, pretty rich, as you guess, by this

I was never a man to waste money or miss time. And here in Navarre, at Castle Blois— A place to be proud of, though small, we led Such a life! a summer dream of joy! Till she lay in the darkness, and bare me my boy Who caught but a glimpse of her beauty, and

Fled? Nay, I avow, De Loye, my friend, His soul dwelt like light on her face till the Just then came a line from the King: I must Ride over the mountains, and fight in Spain!
I have never forgot how she looked that night
When I showed her his Majesty's mandate to

leave-While she rose on her pillow, and strained me while her wild black hair in the dim lamp-light

Sparkled dark on a bosom too stony to grieve. But she wept not, but gazed in a pale afright With her great dark eyes. Ay, D'Avanno was Women are nobler than men believe,

v.

are we.

Off I rode! Shall I own it, not so unwilling To return to the business of wounding and killing? I was happy, most happy, though pleasure secmed tame, I had feared any change, yet was pleased when it came. Ah, we men! we male weathercocks! what

That women should love us so utterly? Off I rode, sword on hip; and was soon far away, Tickling the Spaniards' yellow gizzards, Fighting, trampling, 'neath sun and star, away, Till these cheeks of mine were as brown as lizards.

Not a scratch got I! The sharp steel shaved me Not a scratch got I. The same part of the Closely as razors, and hissed as it fell—What might have bappened I cannot tell, But on two occasions angels saved me-

Angles! Ah, I forcot: a boy-(How I bleed!-press the kerchief closer, De Loye)— An Italian boy, with great black eyes,

Tanned cheeks and an elfin head, And a drooping underlip, berry-red, Where the senses lighted like butterflies. He turned up, pale, in the midst of the strife, And brought me a letter from madame my wife Blessings, injunctions, protestations, Kisses, prayers, asseverations; The boy who brings you this, my Hugo, A poor Italian, Angelo, Craves that in battle he may with you go,

And learn what grown men, warriors, know; Thy page, thy henchman, let him beknew his mother in Italy. More blessings, injunctions, protestations. Kisses, prayers, asseverations; I kissed the letter, then turned me round

To the boy, who stood with his eyes on the ground, With cheeks blushing ruddy as junipers, And I liked him-because he had eyes like hers.

made him my henchman, as she bade-A capital heachman, too, he made, Though once or twice, in the thick of the light, fancled I saw his cheeks turn white; Yet he bit his lips and upheld his head. Struggled among the living and dead, And saved my life three times, as I said, Tanned and yellow'd, but full of fun, Home we rode when the war was done; Some dozen leagues from Castle Blots

I parted from Angelo, the boy, Who promised to join me, his master, anon, At home at the Castle. I galloped on. And the rest was a dream, for my soul was astir, And my heart was bounding to look on her— Till she stood at the gate with her arms outheld, And I slipt from the saddle and clasped her to me. While the servants shouted, the mastiff yelled,

And a bliss like quicksliver sparkled through me VIII.

The very next morning there came a billet From Francis, compelling me, willy nilly, On urgent affairs to the Court to repair straight; Grumbling a little, I jumped on my mare straight; Rode, entered Paris, saw Gold Beard again, Who held out his hand with an air that de-

lighted me—
Who praised me galore for my doings in Spain,
And, drawing his sword, with that grace of his,

knighted mc.

How glorious I felt when I mounted to ride
To Marie, in the pride of my honor new-gained!
How the hedges and fields whistled by, as I strained

Every nerve of the brute, hasting on to her side; But, lo! a tried servitor met me midway— (Tried, mark you, and true—he he damned with my hate!)

Who whispered-(now mark how De Loye turns away— You know what he whispered, De Loye—ay, but-

That the dark-eyed Italian, Angelo, The stripling whose face I had fancied so. Had been watched one night as he quietly crept Into the room where my lady slept, I instened, dumb, then white as death, Struck the grey fiend on the mouth, and he fell, But followed, with all the devils of hell, As I galloped onward, and scarce drew breath Till I came to Castle Blois by night.

When the moon was up and the fields wore a light Like the gleam of a lamp on a face that is dead.

IX. Higher-and grasp me under the shoulder; There's a hammering, clamoring, here in my head ! I'm growing weaker-I'm growing colder!)

Swiftly I sprang to my lady's room, The grey stave followed, and bore a lamp— We rushed upstairs with a basty tramp— And, crouching back in the scatter'd gloom, Without the door of her chamber, ho !-His bright eyes sparkling, Angelo.
'Twas enough-by the throat I gripped him

He could not speak—but his eyes were bright With a beautiful horror, strange to sec— I hissed to the knave, "A death by steel Were too sweet an end for such as he; Help me to grip him neck and heel, And place him in the great oaken chest That lies in my chamber—for there he shall rest The grey knave, who was used to

such work— He had camped with the Arab, and smoked with the Turk-Lent a hand, and 'twas done; and along the The boy was borne to his living tomb:

And can I ever forget, De Loye That last despairing look of the boy, Who strove in vain to utter a cry, As we tomb'd him in silence, and left him to die? . XI.

Then strode I back, with a fiend in my soul, These yellow eyes glaring, my face white as Firmly gripping the sword, free to settle the Black account with the woman, my mistress.

Her chamber was empty, the bird had fled, sat me down on the side of the best, Thought, trembled, and muttered "Let her go!" (Raise me higher—prop my head! You know what the scandalmouger said.) XII.

kept my secret-till now (I die! De Loye, De Loye, bend down and hark!) I fought, I swaggered, but by and by, I rose one night, and groped in the dark, Lit a lamp, and lifted the lid of the chest, And saw her . . . in her stripling's raiment Her face shrivelled up, with her horror, dead

Blankly staring on me — Fair limbs twisted up in their agonics, And . . . Marie!—Marie!

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MARSHAL'S SALES.

MARSHAL'S SALES.

UNITED STATES MARSHAL'S OFFICE, EASTERN DISTRICT OF PENNSYLVANIA.
PHILADELPHIA. October 24, 18:66.
Whereas, the District of Pennsylvania, proceeding on libels filed in the name of the United States for the Eastern District of Pennsylvania, proceeding on libels filed in the name of the United States hath decreed on the 24th day of October, A. D. 18:66, that all persons who claim to have any interest in fifteen hundred opunds of cotton, and five hundred and twelve dollars, part proceeds of sale, captured by the barque OLIVIA T. DAVIS, under command of John P. Shrou s: also, nine bales of cotton and ten hundred and twenty-four dollars and ten cents part of the proceeds of sale captured by the barque FANNY; also, twenty bales of cotton and hair a bale of cotton, and thirty-threak-undred and eighty-seven dollars, twenty-five cents, part of the proceeds of sale, captured by the schooner D. McCARTHY; also, fitteen bales of cotton, and twenty nine hundred and eight dollars, forty-seven cents. captured by the barque CEPHAS ST. RRET; and that John P. Shrouds Carries Sewell, Joseph Finness, and Adam Johnson, Richard H. D. Young, Hansen Gregory, Jr., be monished and cited.

Therefore, all persons who chalm to have any faterest in the same cotton and moneys, are monished and cited to appear beiors the Jugge of the said Court, in the city of Philadelphia, on the twentieth day a try publication hereof, to show cause why the said cotton and moneys should not be pronounced to belong at the time of the capture of the same, to the enemies of the United States, and therefore, or otherwise, liable to condemnation as lawful prizes.

The above is an abstract of the monitions Issued by the Court in said causes.

19 29mt till 137

P. C. ELLMAKER, United States Marchal Eastern District Pennsylvania.

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This Company, while giving the insured the security of a paid up Ca, ital, will divice the entire profits of tha Life business among its Policy holders.
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LEGAL NOTICES.

IN THE ORPHANS COURT FOR THE CITY IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of EDWARD MCDOWELL, deceased.

The Auditor appointed by the Court to audit, settle, and adjust the account of M. E. McDOWELL, Administrator c. L. a. of EDWARD McDOWELL, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on MONDAY November 5, 1866, at 11 o'clock A. M. at hts office, No 462 WALNUT Street, in the city of Philadelphia.

10 25 thstuat

W. D. BAKER, Auditor.

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NO CHANGE OF DIET IS NECESSARY.
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PHILADELPHIA, WILMINGTON AND BAL

Commencing MONDAY, July 2, 1806. Trains will leave hepot, corner of BROAD Street and WASHINGTON Avelue, as follows:

Express Train at 4-15 A. M. (Mondays excepted), for Baittmore and Washington, stopping at Chester, Wilmington, Newark, Elston, Northeast, Perryville, Hayre-defined, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

Stemmer's Run.

Wey Mail Train at 8-16 A. M. (Sundays excepted), for Balifunce, stopping at all regular stations between Philadelphia and Baltingto.

Do aw are Hallfood Train at 9 A. M. (Sundays excepted), for Frir cess Anne. Allfood, and intermediate stations.

Express Train at 11 46 A. M. (Sundays excepted), for Balifunce and Washington.

Express Train at 5 F. M. (Sundays excepted), for Balifunce and Washington, attopping at thester, Gaymont, Wulmington, Newark. Elkton, Northeast, Persyville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11 P. M., for Baltimore and Washington. Passengers by Boat from Bal imore for Fortress Montoe, Northe, City Point, and Richmond, will take the 11-45 A. M. Stain.

WILMINGTON ACCOMMODATION TRAINS.

M. train,
WILMINGTON ACCOMMODATION TRAINS,
oppoing at all Stations between Philadelphia and Wil
opton. Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 9 A. M., 12*30, 4*30, 4, and II 30 P.

M. The 4*30 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington at 8.30, 7.15, and 9*30 A. M., 4 and 6*30 P. M. The 7*15 A. M. train will not stop at stations between Chester and Philadelphia,

Trains for New Castle leave Philadelphia at 9 A. M. 4*30 and 6 P. M.

THROUGH TEAINS FROM BALTIMORE,

Leave Wilmington at II A. M. 4*35 and 10 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chestersat 7*28, 7*55, 10 14 and 11*40 A. M., 143, 5*10, 7*36, and 10*36 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimas 7*25 A. M., Way-mail, 9*26 A. M., Express. 1*10 P. M., Express. 6*35 P. M., Express. 8*25 P. M., Express.

Leave Baitimose 725 A. M., Way-mail, 928 A. M., Express, 140 P. M., Express, 635 P. M., Express, 825 TRAINS FOR BALTIMORE.

Leave Chester at 449 and 832 A. M., and 338 P. M.
Leave Wilmington at 523 and 933 A. M., and 415 P. M.
Freight Trains with Passenger Cars attached will leave as follows:—Wilmington, for Perryvile and infermediate stations at 605 P. M. Baitimore, for Havre-de-Grace and infermediate attations at 445 P. M. Perryville for Wilmington and intermediate stations at 470 A. M., respecting at Wilmington with 716 A. M. train for Philadelphia.

Express Train at 415 A. M., for Baitimore and Washington, stopping at Chester, Wemington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolla, Chaics and Biemmer's Run

Night Express, 11 P. M., for Baitimore and Washington. Accommodation Train at 1130 P. M. for Wilmington and intermediate stations.

Diermediate stations.
BALTIMORE FOR PHILADELPHIA.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 8-26 P. M., stopping at Havre-deGrace, Perryville, and Wilmington. Also stops at Elkton
and Newark (to take passengers for Philadelphia and leave
passengers from Washington or Baltimore), and Chester to
leave passengers from Baltimore or Washington.

Accommodation Train from Wilmington for Philadelphia
and finer mediate stations at 6-20 P. M.

4 16 H. F. KENNEY, Superintendent.

FOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Company's Lines.
FROM PHILADELPHIA TO NEW YORK and Way Places, from Walhut Street Wharf, will leave as At 5 A. M , via Camden and Amboy, Accommoda-

Pemberton, and vincentown. At a A. a. and a for first for Freehold.

At 5 and 10 A. M., 12 M., 4, 5, 6, and 11 80 P. M. for Fish House, Palmyra, Riverton, Progress, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, etc. The 10 A. M. and 4 P. M. lines ran direct through to Trenton. LINES FROM KENSINGTON DEPOT WILL LEAVE At 11 A. M., 430, 645 P. M., and 12 P. M. (Night), via Kensington and Jersey City Express Lines, fare \$3.00. The 645 P. M. Line will run daily. All others Sundays executed. excipled.
At 7 30 and 11 A. M., 3, 4 30, 5, and 6 45 P. M. and Midnight, for Bristol, Trenton, etc.
At 7 and 10 15 A. M., 12 M., 3, 4, 5, and 6 P. M., for Cornwell's, Torregale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankfurd and at 10 M. for Holmesburg. and intermediate stations.

At 730 A. M., and 330 F. M., for Niagara Falls, Buffalo.

Bunkirk, Canandaigua, Elmita, Ithaca, Owege, Rochester, Binghamtor, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Seranton, Buroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 330 F. M. Line counects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethalemenet.

At 5 P. M. for Lambertville and intermediate stations.

June 1,1866. WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD.

FALL ARRANGEMENT.

The Trains of the Fennsylvania Central Railroad leave the Fepot at Tilirty-first and Market streets, which may be reached by the cars of the Market Street Passenger Railway, as well as by those of the Chesnut and Walnut Streets Railway.

On Sundays—The Market Street cars leave Eleventh and Market Sts. 46 minutes before the departure of each Train.

FREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREAGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily (Sundays excepted).

Freight must be delivered before 4½ o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 noon, and 4 and 6 P. M.

Freight for Tranton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freschold and Jamesburg, and the Barington and Meunt Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad connects at Phillipahurg with the Lebigh Valley Eailroad, and at Mannanand Western Railroad, forwarding to Syracuse, Buffalo, and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the North Jersey Central Railroad, and at Newark with the Morries and Essex Hailroad.

A silp memoraneum, specifying the marks and numbers, shippers and consignes, must, in every instance, he sent with each load of goods, or no receipt will be given.

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is formished in quantities of two carloads or more, it will be delivered at the foot of Fortieth street, near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shipment. For terms, or other minermation, apply to WALTER FREEMAN, Fright Agent.

No. 226 S. DELAWARE Avenue, Philadelphia. all the Stations on the CAMDEN and AMBOY and beging Bailroads. INCREASED DESPATCH. HE CAMDEN AND AMBOY RAILROAD AND

912 ARCH STREET. — GAS FIXTURES - VANKIRK & CO. would respectfully direct the attention of their friends, and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELIERS, and ORNAMENTAL BRONZE WARFS. Those wishing handseme and thoroughly made Goods, at very reasonable prices, will find it to their advantage to alve us a call before purchasing eigenberg.

RAILROAD LINES. PROM PHILADELPHIA TO THE INTERIOR OF PENNSTLVANIA. THE SCHUTKHING, AUSGUE, HANDA, GUMBERLAND AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE WINTERS

WINTER ARRANGEMENT OF PASSENGER TRAINS. Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following

CALLOWHILL Streets, Frifactophia, at the following hours:

MORNING ACCOMMODATION.
At 7:30 A. M., for Reacing and mic mediate Stations. Returning, leaves Reading at 6:30 F. M., arriving Philadelphia at 8:10 P. M.,

At 8:15 A. M., for Reading Lebanon, Harrisburg, Pottsville, Princetove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Naugara Falls, Buffalo, Alendown, Wilkesbare, Pittston, York, Garlisle, Chamberdaurg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Raifroad trains for Allentows, etc., and the Lebanon Valley train for Barrisburg, etc., at PORT O'INTON with Catawissa Raifroad trains for Williamsbory, Look Haven, Elmira, etc.; at HARRISHURG with Northern Central Cumberland Valley, and Sonbylkill and Sosquehana trains for Korthumberland, Williamsport, Nork, Chambersburg, Pinegrove, etc.

Af i Lance, etc.

Leaves Philadelphia at 2:30 F. M., for Reading Pottsville, Harrisburg, etc., commeding with Reading and Columbia Railroad trains for Columbia, etc.

READING ACCOMMODATION

Leaves Reacing at 6:30 A. M., stopping at all way stations, arrivirs at Publisherm of the Accounted to the columbia at all way stations, arrivirs at Publisherm of the Accounted to the columbia at all way stations.

READING ACCOMMODATION

Leaves Reacing at 6:30 A. M., stopping at all way stations, striving at Pulladelphin at 9:40 A. M.

Returning, leaves Philadelphia at 4:30 P. M., arrives in Reading at 7:50 P. M.

Trains for Philadelphia Jeave Harrisburg at 8:10 A. M., and Pottsville at 5:45 A. M., arriving in Philadelphia at 1:00 P. M., Afternoon trains leave Harrisburg at 2:10 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.

HARRISBURG ACCOMMODATION

6 46 P.M.

HARRISEURG ACCOMMODATION

Leaves Reading at 7 20 A.M., and Harrisburg at 4 19 P.

M. Connecting at Reading with Afternoon Accommodation south at 6 30 P. M., arriving in Philadelphia at 9 10

duilon south at 6:30 P. M., arriving in Philadelphia at 9:10 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12:45 noon for Reading and all way stations.

Leaves Reading at 11:30 A. M., and Downingtown at 12:30 P. M., for Philadelphia and all way stations.

All the above trains run delly sundays excepted.

Sunday trains leave Pottaville at 5:00 A. M., and Philadelphia at 3:10 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from heading at 4:25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downington and intermediate points.

Passengers for Downlegton and intermediate points also the 7-30 and 8-15 A. M. and 4-30 P. M. trains from Philadelphia, returning from Downlegtown at 7-00 A. M. Philadelphia, retorning from Downingtown at 700 A. M. and 12'30 room.

NEW YORK EXPRESS FOR PITTSBURG AND THE Leaves New York at 7 and 9 A. M. at 6 8'00 P. M., passing Reading at 1 05 and 11 53 A. M. and 18'18 P. M., and connecting at Harrisburg with Feunsylvania and Northern Central Railroad expless trains for Pittsburg, Chicago, Williamspert, Einira. Balumore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9 05 A. M., and 11'30 P. M., passing Reading at 4'49 and 10'52 A. M., and 11'30 P. M., and arriving in New York at 10 A. M. and 2'45 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2'10 P.

change.

A mail train for New York leaves Harrisburg at 3:10 P.

M. Mail train for Harrisburg leaves New York at 12 M.

SUHUYLRJILL VALLEY RAILROAD.

Trains leave Portsville at 7 and 11:30 A. M., and 7:15 P.

M., returning from Tamaqua at 7:35 A. M. and 1:40 and 4:15 P. M.

SCHUYLRJIL AND SUSQUEHANNA RAILROAD.

SCHUYLKHL AND SUSQUEHANNA RAHLROAD.
Trains leave Auburn at 750 A. M. for Pinegrove and
Harrisburg, and 150 P. M. for Pinegrove and Tramont,
returning from Harrisburg at 320 P. M., and from Tremont at 7:35 A. M. and 525 P. M.
TICKETS.

Through first-class tickets and emigrant tickets to all
the principal points in the North and West and Canada.
The following tickets are obtainable only at the office of
S BRADFORD, Treusurer, No. 227 S. FOURTH Street,
Philadelphia, or of G. A. NICOLLS, General Superintenddent, Reading:

COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired, for
families and firms.

MHLEAGE TICKETS.

Good for 2000 mics between all points, \$52.50 cach, for
families and firms.

Good for 2000 miles between all points, \$62.50 each, for families and firms

SEASON TICKETS.

For three, six, gine, or tweive months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the lines at their coad will be furnished cards emilling themselves and wives to tickets at half fare.

ENCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket office, at THIRTEENTH and CALLOWHILL Streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

Leave Philadelphia daily at 5 30 A. M., 12 45 noou, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

MAILS

Close at the Philadelphia Post Office for all places on the read and its branches at 5 A. M., and for the principal tations only at 3 15 F. M.

PHILADELPHIA, GERMANTOWN, AND NORRIS' OWN RAILROAD.

On and after THURSDAY, November 1, 1866, until further notice.

On and after THURSDAY, November 1, 1866, until further notice.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A, M., 1, 2, 3 M, 31, 4, 5, 53, 6 10, 7, 8, 9, 10, 11, 12 P, M.

Leave Germantown 6, 7, 735, 8, 8 20, 9, 10, 11, 12 A, M., 1, 2, 3, 4, 43, 6, 65, 7, 8, 9, 10, 11 P, M.

The 8 20 down train, and 33 and 53 up trains will dot stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9 3, A, M., 2, 7, and 10 M, P, M.

Leave Germantown Branch.

CHESNUT HILL BALLROAD.

Leave Philadelphia 6, 8, 10, 12 A, M., 2, 3 M, 5 M, 7, 9, and 11 P, M.

Leave Chesnut Hill 710 minutes, 8, 9 40, 11 40 A, M.

140, 3 40, 5 40, 6 40, 8 40, and 10 40 minutes P, M.

Leave Chesnut Hill 750 minutes A, M., 12 40, 5 40, and 9 25 minutes P, M.

FOR CONSHOHOCKEN, AND NORRISTOWN,

Leave Philadelphia 6, 8 55 11 65, minutes A, M., 134, 54, 54, 64, and 8 P, M.

Leave Norristown 5 40, 7, 7 50 minutes, 9, 11 A, M., 134, 54, 65, and 8 P, M.

The 53 P, M. train will stop at Falls, School Lane, Wiashielon, Manayunk, Spring Mills, and Conshohocken only.

ON SUNDAYS.

Leave Philadelphia 9 A, M., 23, and 63, P, M.

Leave Philadelphia 9 A, M., 25 and 63, P, M.

Leave Philadelphia 9 A, M., 25 and 63, P, M.

Leave Philadelphia 9 A, M., 25 and 64, P, M.

Leave Philadelphia 9 A, M., 25 and 64, P, M.

Leave Philadelphia 6, 8 35, 11 95 minutes A, M., 134, 2, 3, 40, 55, 63, 8 55, and 115 P, M.

Leave Philadelphia 9 A, M., 25 and 64, P, M.

Leave Philadelphia 7 A, M., 25 and 65, P, M.

Leave Philadelphia 7 A, M., 25 and 65, P, M.

Leave Philadelphia 7 A, M., 25 and 65, P, M.

Leave Philadelphia 7 A, M., 25, and 65, P, M.

Leave Philadelphia 7 A, M., 25, and 65, P, M.

Leave Philadelphia 7 A, M., 25, and 65, P, M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2)4 and 6 % P. M.

Leave Manayaris 7)5 A. M., 5)4 and 9 P. M.

W. S. WILSON, General Specialendent,

Depot NINTH and GREEN Streets, NORTH PENNSYLVANIA RAILROAD. ORTH PENNSYLVANIA RAILROAD.

Depot, THIRD Street, above Thompson.
For BETHLEHEM, DOYLE STOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKESBARRE.
At 7:30 A M (Express), for Bethlehem, Allentown, Mauch Churk. Hazleton, Williamsport, and Wilkesbarre.
At 3:30 F (Express) for Bethlehem, Easton, etc., reaching Easter at 6:45 P. M.
At 5:10 P. M., for Bethlehem, Allentown, Mauch Chunk. For Doylestown at 8:25 A M, 2:30 and 4:15 P. M.
For Fort Washington at 10 A. M. and 11 P. M.
For Lanadale at 6:15 P. M.
White cars of the Second and Third Streets Line City Passenger Cars run direct to the depot.

TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6:25 A. M. and 12:25 Noon, and 6:15 P. M.

Leave Doy estown at 6:40 A. M., 3:15 and 5:30 P. M.
Leave Lanton'e at 5:50 A. M.
Leave Fort Washington at 10:50 A. M., and 2:15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 2:A. M.
Philadelphia for Doylestown at 2:30 P. M.
Doylestown for Philadelphia at 7:20 A. M.
Bethlehem for Philadelphia at 7:20 A. M.
Bethlehem for Philadelphia at 7:20 P. M.

gh Blekets must be produced at the ticket offices. FILD Street or BERKS Street. ELLIS CLARK, Agent.

1866. — PHILADELPHIA AND ERIE RAILern and Northwest Counties of Pennsylvania to the Chy
of Eris on Lake Erie. It has been leased and is operated
by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Arrive Eastward—Eric Mail Train, 7.A.M.; Eric Express
Train. 1 P. M.
Leave Wastward—Eric Mail. 2 P. M.; Eric Express
Train, 12 M.
Passenger cars run through on the Eric Mail and Express

Leave Westward-Ere Main, 9 F. M., Eric Express
Train, 12 M.
Passenger cars run through on the Eric Mail and Express
trains both ways between Philadelphia and Eric.

Ere West York Connection.

Leave Eric at * 45 P. M., arrive at Eric 9:30 A. M.
Leave Eric at * 45 P. M., arrive at Eric 9:30 A. M.
Leave Eric at * 45 P. M., arrive at New York 4'10 P. M.
Legant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at
corner Thirteth and Mark Er Streets, Phila.

And for freight business, of the Company's Agents, 8, B.

Kir gstow, Ar., cerner Thirseenth and Market streets,
Philadelphia: J. W. Reynolds, Eric; William Brown,
Agent N. C. R. R., Bathmore.

H. H. HOUSTON, General Freight Agent, Phila.

H. W. GWYNNER, General Ticket Agent, Phila.

A. L. TYLEE, Goneral Sup., William port.

WEST JERSEY RAILROAD LINES, FROM

their advantage to give us a call before purchasing elsewhere.

N. B.—Soiled or turnshed fixtures refluished with special care and at reasonable prices.

N. B.—Soiled or turnshed fixtures refluished with special care and at reasonable prices.

O R N E X C H A N G E BAG MANUFACTORY.

JOHN T. BAILLEY & CO., REMOVAD TO R